

The China Mail.

Established February, 1846.

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號四十一年六月二十六日一千八百八十八年

HONGKONG, TUESDAY, DECEMBER 14, 1886.

日九月一十年戊丙

PRICE, \$2 PER MONTH.

BANKS.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.
- Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- Correspondence as to the business of the Bank is marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.
- Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
COMPANY,
JOHN WALTER,
Acting Chief Manager.
Hongkong, June 7, 1886. 754

HONGKONG & SHANGHAI BANKING
CORPORATION.
PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$4,500,000
RESERVE FOR EQUALIZATION.....\$ 200,000
RESERVE OF DIVIDENDS.....\$ 200,000
RESERVE LIABILITY OF PREVIOUS.....\$7,500,000

COUNCIL OF DIRECTORS.
Chairman, A. M. Oliver, Esq.
Deputy Chairman, M. G. Goss, Esq.
H. J. B. LEITCH, Esq.
G. D. BUNNOLYNE, Esq.
W. H. D. DAIRBY, Esq.
H. L. DALMUYLLE, Esq.
John F. D. SASSON, Esq.

CHIEF MANAGER,
Hongkong, THOMAS JACKSON, Esq.
Acting Chief Manager, JOHN WALTER, Esq.
MANAGER,
Shanghai, EVAN CAMPION, Esq.
LONDON BANKERS, Lowson & Co., County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate
of 2 per cent. per annum on the daily
balance.

ON Fixed Deposits:-
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved References,
and every description of Banking and
Exchange business transacted.
Drafts granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.
Hongkong, August 28, 1886. 947

Intimations.

NOTICE.

VICTORIA REGATTA.

THE COMMITTEE of the VICTORIA REGATTA CLUB request the pleasure of the COMPANY of the LADIES of HONGKONG on board the FLAGSHIP at the Regatta to be held on THURSDAY and SATURDAY, the 16th, 17th and 18th Instant.

Subscribers to the Regatta can obtain Tickets of Admission to the FLAGSHIP on application to R. T. WHITON, Esq., Hon. Treasurer, Hongkong and Shanghai Bank.

J. H. STEWART LOCKHART,
Hon. Secretary.

Hongkong, December 11, 1886. 2351

HONGKONG RACES, 1887.

WEDNESDAY, THURSDAY & FRIDAY,
the 23rd, 24th, and 25th February.

HONGKONG DERBY.

THE HONGKONG DERBY, a Sweepstakes of \$20 each, half forfeit if declared on or before the date of closing Entries, with \$100 added for 1st Pony and \$50 for 2nd. For all China Ponies, four sides Griffins at day of Entry (SATURDAY, the 22nd January, 1887), First Pony 70 per cent, Second Pony 20 per cent, and Third Pony 10 per cent. Weight 10st. 10lbs. Distance, One-Mile-and-a-Half.

NOMINATIONS close on SATURDAY, the 18th December, 1886, addressed to the Clerk of the Course, at the Hongkong Club.

By Order, J. GRANT,
Acting Clerk of the Course.

Hongkong, November 5, 1886. 2114

HONGKONG HIGH-LEVEL
TRAMWAYS COMPANY,
LIMITED.

NOTICE is hereby given that a General MEETING of the Company will be held at the COMPANY'S OFFICES, No. 36, Queen's Road Central, on THURSDAY, the 23rd December, 1886, at 11 o'clock Forenoon.

MAEWEIN, FRICKEL & CO.,
General Managers,
Hongkong, December 8, 1886. 2355

Business Notices.

CHRISTMAS!

SKINNED RECORDS
ARE NOW MAKING THEIR ANNUAL SHOW OF
NOVELTIES
IN
FANCY GOODS
SUITABLE FOR

CHRISTMAS PRESENTS.

This Year's ASSORTMENT has been carefully Selected, from the Leading LONDON and PARIS HOUSES, and is the FINEST COLLECTION EVER SHOWN IN HONGKONG.

FANCY CHINA ORNAMENTS,
THE NEWEST TABLE DECORATIONS,
TABLE LAMPS with FANCY VASES,
MENU AND NAME TABLETS,
FLOWER BASKETS AND BOWLS.

INLAID AND CARVED ONYX WARE

CABINET FRAMES, TOILET SINKS, INSTEADS and PAPER KNIVES,
"TANTALUS" LOOK-UP SPIRIT FRAMES and PERFUME STANDS,
DOUTON WARE, ORCHID WARE, IVORY WARE,
DRESDEN WARE and ARTISTIC GLASS WARE.

Painted Mirror Cheval Screens in Brass Frames.

Painted Mirror Panels in Plush Frames.
ROSE PAINTED CHINA,
PASSION FLOWER CHINA,
FLORAL-FRAMED TABLE MIRRORS,
NEW CRYSTAL ICE BOWLS,
CUT GLASS PERFUME BOTTLES,
PRETTY STATUETTES,
CIGAR CASES,
FANCY TABLE BELLS.

ARTISTIC EMBOSSED LEATHER
IN A VARIETY OF USEFUL LITTLE PRESENTS, ALSO IN
MOROCCO, RUSSIAN, PERSIAN, IVORY LEATHER,
ANTIQUE LEATHER AND PLUSH.

CIGAR AND CIGARETTE CASES,
PHOTOGRAPH AND SCRAP ALBUMS,
TABLE PORTRAIT STANDS,
TOURIST AND BOUDOIR WRITING CASES,
DAVENPORT BLOTTING PADS,
NOTE CASES AND POCKET BOOKS,
FITTED WORK COMPANIONS,
CARD CASES AND TABLETS.

FITTED DRESSING CASES,
FITTED TRAVELLING BAGS,
LADIES JEWEL CASES,
DESPATCH BOXES,
NEW BIRTHDAY BOOKS,
WORK BOXES AND BASKETS,
SCISSORS AND FANCY CASES,
PURSES AND SACHETS.

LADIES' FANCY STATIONERY.
POCKET PENCILS AND WATCH CHAINS. OPERA GLASSES.
NEW LAMP SHADES. BOOK SLIDES.
PAINTED PHOTOGRAPHS. PHOTOGRAPHIC VIEWS.

The Newest Cabinet Photo-Frames.

A LARGE VARIETY OF
PRAYER BOOKS, HYMN BOOKS AND CHURCH SERVICES.
—Also—
HANDSOMELY BOUND PRESENTATION BOOKS,
for Children or Adults.

SMOKERS' SUNDRIES,
TOBACCO POUCHES. CIGAR CUTTERS.
Silver-Mounted Briar and Meerschaum Pipes.

CIGAR AND CIGARETTE HOLDERS IN CASES.

THE MANILAS.
(THE FINEST CIGAR possible to procure, in perfect condition.)

CHRISTMAS & NEW YEAR CARDS.

AN ENTIRE NEW STOCK OF ELECTRO-PLATED WARE, including many Novelties and all of guaranteed First Class quality.—LANE, CRAWFORD & CO. beg to call special attention to this department: it is well worth a visit, and cannot be equalled by any other House in China or Japan.

FANCY UPHOLSTERY AND FURNISHING DRAPERY. Ladies intending to purchase some useful presents should pay a visit to this department; all the new WINTER NOVELTIES have arrived and are well worthy of inspection.

PRESENTATION LAWN TENNIS SETS.
IN-DOOR GAMES.

NEW SONGS & DANCE MUSIC.
PRESENTS FOR THE YOUNGSTERS.

LANE, CRAWFORD & CO.

Hongkong, December 8, 1886. 2358

See advertisements in the other local papers.

Business Notices.

THE Bon MARCHE.

(C H A P M A R K E T.)

ADJOINING THE STAO HOTEL (NEXT DOOR).

CONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES,

AT CASH PRICES AND FOR CASH ONLY.

PIPES, WATCHES, MUSICAL INSTRUMENTS,

TOBACCO, BOOKS, ALBUMS, KNIVES,

CIGARS, NOVELS, LEATHER GOODS,

MUSIC, CLOCKS, and a varied Stock of Fancy GOODS of all kinds.

BON MARCHE, next door to THE STAO HOTEL.

Hongkong, September 8, 1886. 1739

Chas. J. Gaupp & Co.

HAVE JUST RECEIVED A SPLENDID SELECTION

OF

DIAMOND & GOLD JEWELLERY

SUITABLE FOR

CHRISTMAS AND NEW YEAR PRESENTS:

DIAMOND NECKLACES, DIAMOND RINGS.

DIAMOND PENDANTS, DIAMOND SCARF RINGS.

DIAMOND BRACELETS, DIAMOND SCARF PINS.

DIAMOND BROOCHES, DIAMOND STUDS.

DIAMOND EARRINGS, DIAMOND COLLAR BUTTONS.

A Magnificent DIAMOND BROOCH LILY—Price, \$4,000.

Also,

A very Large Invoice of DIAMONDS, from $\frac{1}{2}$ to 5 Carats,

1st Class STONES specially selected and bought very

favourably in PARIS.

GOLD NECKLACES, GOLD SCARF RINGS.

GOLD LOCKETS, GOLD SCARF PINS.

GOLD BRACELETS, GOLD SIGNET RINGS.

GOLD BROOCHES, GOLD ALBERT CHAINS.

GOLD EARRINGS, GOLD PENCIL CASES.

GOLD LACE PINS, GOLD SEALS & COMPASSES.

A very fine Selection of PEARL JEWELLERY—the

Latest Novelties.

Gold and Silver WATCHES of the best

quality in a large variety.

GILT CARRIAGE AND DRAWING-ROOM

CLOCKS.

SILVER and ELECTRO-PLATED WARE by the best

Manufacturers.

SILVER RACE CUPS.

Hongkong, December 4, 1886. 2308

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

(+)

ARE SHOWING

A CHOICE SELECTION OF

OVER COATINGS,

to which they INVITE the attention of

their Customers.

SPECIALTY

Superfine Black Cloth Dress Suit,

\$30.00.

Hongkong, December 1, 1886. 2288

victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central

and airy positions in the Colony and commanding a splendid view of almost

the entire harbour and within five minutes walk of the principal Government

Offices (including the Post Office, Banks, &c.), has recently been fitted up and

enlarged and improved and is one of the finest HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most

comfortable and luxurious manner, suited to the requirements of the Far East.

An ample and varied TABLE D'HOYE is always provided and served in the spacious

and airy DINING HALL.

The HOTEL also contains handsome and comfortable Reception, Reading, BILLIARD,

and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.
The Co.'s Steamship
"Haiphong",
Capt. S. ASHTON, will be
despatched for the above
Ports on WEDNESDAY, the 16th Inst., at
Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, December 13, 1886. 2380

FOR HIAGO AND NAGASAKI.

The Steamship
"Moritz",
Capt. McINROE, will be
despatched for the above
Ports on WEDNESDAY, the 15th
Instant, at Noon, instead of as previously
notified.

For Freight or Passage, apply to

SIEMESSEN & CO.,
Agents.

Hongkong, December 13, 1886. 2365

UNION LINE.

FOR NAGASAKI.
The Steamship
"Metropia",
Capt. P. J. PUVIS, will be
despatched for the above
Ports on WEDNESDAY, the 16th Instant,
at 2 p.m.

For Freight or Passage, apply to

RUSSELL & CO.,
Agents.

Hongkong, December 13, 1886. 2364

CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, SYDNEY AND
MELBOURNE, VIA FOOCHOW.The Co.'s Steamship
"Changsha",
Capt. G. WILLIAMS, Comdr.,
will be despatched as above on
WEDNESDAY, the 15th Instant,
at 4 p.m.The attention of Passengers is directed
to the superior Accommodation offered by
this Steamer. First-class Saloon and Cabins
are situated forward of the Engines. Second
Class Passengers are accommodated in the
Poop. A Refrigerating Chamber ensures
the supply of Fresh Provisions throughout
the entire voyage.

A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 4, 1886. 2314

FOR LONDON VIA SUEZ CANAL.

The Steamship
"Glendale",
Capt. G. PARK, will be
despatched as above on
or about the 15th Instant.The Steamer has superior Accommodation
for Passengers and carries a Doctor
and Stewards.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Hongkong, December 10, 1886. 2344AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, ADEN, SUEZ, PORT
SAID, BRINDISI AND TRIESTE.(Taking cargo at through rates to GOL-
CUTTA, MADRAS, PERSIAN
GULF, BLACK SEA, LEVANT and
ADRIATIC PORTS.)The Co.'s Steamship
"Electra",
Capt. G. RUGGIN, will be
despatched as above on
THURSDAY, the 16th Instant, at Noon.For further Particulars, regarding Freight
and Passage, apply to the AGENT of the
Company, Praya Central.O. BACHRACH,
Agent.

Hongkong, December 11, 1886. 2363

FOR SINGAPORE, PENANG AND
CALCUTTA.The Steamship
"Arratoo", Capt.
A. H. MATAVIAH,
will be despatched for the above
Ports on FRIDAY, the 17th
Instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, December 8, 1886. 2334

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.FOR BATAVIA, SAMARANG AND
SOURABAYA, VIA SAIGON
AND SINGAPORE.The Co.'s Steamship
"Drentsche",
Capt. HOUTROOS, will be
despatched as above on
or about the 17th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, December 13, 1886. 2362

FOR SINGAPORE, HAVRE, AMSTER-
DAM AND HAMBURG, VIA
SUEZ CANAL.(Taking cargo at through rates to
ANTWERP, ROTTERDAM, LONDON,
LIVERPOOL and BREMEN.)The Steamship
"Nido",
Capt. P. P. PEARY, will be
despatched for the above
Ports on SUNDAY, the 19th Instant, at
4 p.m.

For Freight or Passage, apply to

SIEMESSEN & CO.,
Agents.

Hongkong, December 12, 1886. 2358

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s
Steamship
"Kaiser Hind",
will leave for the above
place about 24 hours after her arrival at
the outward English Mail.E. L. WOODIN,
Acting Superintendent.P. & O. S. N. Co.'s Office,
Hongkong, December 10, 1886. 2347

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW-
CHWANG, TIEN-CHUAN, HANKOW and
Ports on the YANGTZE.)The Co.'s Steamship
"Pria",
Captain BUTLER, will be
despatched as above on
SUNDAY, the 19th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 10, 1886. 2343

FOR HIAGO AND NAGASAKI.

The Steamship
"Moritz",
Captain McINROE, will be
despatched for the above
Ports on WEDNESDAY, the 15th
Instant, at Noon, instead of as previously
notified.

For Freight or Passage, apply to

SIEMESSEN & CO.,
Agents.

Hongkong, December 13, 1886. 2365

FOR NAGASAKI.

The Steamship
"Metropia",
Captain PUVIS, will be
despatched for the above
Ports on WEDNESDAY, the 16th Instant,
at 2 p.m.

For Freight or Passage, apply to

RUSSELL & CO.,
Agents.

Hongkong, December 13, 1886. 2364

FOR UNION LINE.

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For Freight or Passage, apply to

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Agents.

Hongkong, December 13, 1886. 2364

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LIMITED.FOR PORT DARWIN, SYDNEY AND
MELBOURNE, VIA FOOCHOW.The Co.'s Steamship
"Changsha",
Capt. G. WILLIAMS, Comdr.,
will be despatched as above on
WEDNESDAY, the 15th Instant,
at 4 p.m.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & CO.,
Agents.

Hongkong, December 11, 1886. 2356

FOR EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY,
LIMITED.FOR SYDNEY, MELBOURNE AND
ADELAIDE.(Calling at PORT DARWIN & QUEEN-
SLAND PORTS, and taking through
Cargo to NEW ZEALAND, TAS-
MANIA.)The Steamship
"Gulden",
Capt. G. SHANON, will be
despatched for the above
Ports on WEDNESDAY, the 22nd Inst.,
at Noon.

For Freight or Passage, apply to

RUSSELL & CO.,
Agents.

Hongkong, December 9, 1886. 2357

FOR LONDON VIA SUEZ CANAL.

The Steamship
"Glendale",
Capt. G. PARK, will be
despatched as above on
or about the 15th Instant.The Steamer has superior Accommodation
for Passengers and carries a Doctor
and Stewards.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Hongkong, December 10, 1886. 2344AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, ADEN, SUEZ, PORT
SAID, BRINDISI AND TRIESTE.(Taking cargo at through rates to GOL-
CUTTA, MADRAS, PERSIAN
GULF, BLACK SEA, LEVANT and
ADRIATIC PORTS.)The Co.'s Steamship
"Electra",
Capt. G. RUGGIN, will be
despatched as above on
THURSDAY, the 16th Instant, at Noon.For further Particulars, regarding Freight
and Passage, apply to the AGENT of the
Company, Praya Central.O. BACHRACH,
Agent.

Hongkong, December 11, 1886. 2363

FOR SINGAPORE, PENANG AND
CALCUTTA.The Steamship
"Arratoo", Capt.
A. H. MATAVIAH,
will be despatched for the above
Ports on FRIDAY, the 17th
Instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, December 8, 1886. 2334

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.FOR BATAVIA, SAMARANG AND
SOURABAYA, VIA SAIGON
AND SINGAPORE.The Co.'s Steamship
"Drentsche",
Capt. HOUTROOS, will be
despatched as above on
or about the 17th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, December 13, 1886. 2362

FOR SINGAPORE, HAVRE, AMSTER-
DAM AND HAMBURG, VIA
SUEZ CANAL.(Taking cargo at through rates to
ANTWERP, ROTTERDAM, LONDON,
LIVERPOOL and BREMEN.)The Steamship
"Nido",
Capt. P. P. PEARY, will be
despatched for the above
Ports on SUNDAY, the 19th Instant, at
4 p.m.

For Freight or Passage, apply to

SIEMESSEN & CO.,
Agents.

Hongkong, December 12, 1886. 2358

FOR UNION LINE.

The P. & O. S. N. Co.'s
Steamship
"Kaiser Hind",
will leave for the above
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the outward English Mail.E. L. WOODIN,
Acting Superintendent.P. & O. S. N. Co.'s Office,
Hongkong, December 10, 1886. 2347

STEAM TO SHANGHAI.

Prospectus.

PROSPECTUS
OF THE
FIRE INSURANCE ASSOCIATION OF
SHANGHAI, LIMITED.CAPITAL.....Tls. 1,000,000
IN 10,000 SHARES OF Tls. 100 EACH,
PAID-UP CAPITAL Tls. 2,000,000.(It being intended to call up only Tls. 25
per Share, of which Tls. 10 is to be
paid on application, and the
15 all outlay.)PROVISIONAL COMMITTEE
F. D. BUSH, Esq.
MESSRS. RUSSELL & CO.J. CHAPMAN, Esq.,
Manager, CHARTERED BANK OF INDIA, &c.A. J. M. INVERARAY, Esq.,
Manager, CHARTERED BANK OF INDIA, &c.C. JANTZEN, Esq.,
(Messrs. MELCHER & CO.)II. LESTER, Esq.,
(Skring Road.)H. J. SUCH, Esq.,
(Messrs. W. HEWITT & CO.)BANKERS:
THE HONGKONG AND
KOWLOON WHARF AND
GODOWN COMPANY
(LIMITED.)INCORPORATED UNDER THE COMPANIES'
ORDINANCES OF HONGKONG.CAPITAL.....\$1,700,000
Divided into 17,000 Shares of \$100
each, payable as follows:-\$25 on application and \$75 on
allotment.DIRECTORS:
THE HONORABLE J. BELL IRVING.
THE HONORABLE F. D. SASSOON.
THE HONORABLE A. P. MC EWEN.
C. P. CHATER, Esq.
W. H. DARBY, Esq.
M. GROTE, Esq.
H. HOPPIUS, Esq.
E. H. HUNTINGTON, Esq.
J. S. MOSES, Esq.

be devised to afford an increased supply. Mr MacEwen therefore rendered good service in calling timely attention to the subject with the view of securing that the necessary measures should be taken before the crisis reaches its most acute stage. As if, however, our contemporary had suddenly regretted that he had spoken thus fairly and truthfully of an independent member of Council, he hastens to accuse Mr MacEwen of doing a thing which he never did, and which neither he nor any one else would ever think of doing. Unfortunately, the oracle proceeds, 'Mr MacEwen sometimes mars his usefulness by his unreasoning hostility to the Government. The present Administration certainly cannot be blamed for the defective water supply.' There was not a word in Mr MacEwen's speech that could possibly be construed to imply that the present Administration bore any of the blame for the defective water supply. But apparently the zeal of our morning contemporary to defend the Administration is so strong, that he hurries forward to defend it even before it is attacked. It is the old mistaken policy, ingrained in the morning paper by the Right Hon. the Absent One, that every word of criticism passed upon the conduct of public affairs constitutes the offence so finely described as 'unreasoning hostility to the Government.' This unreasoning mode of branding every effort to aid the Government by wholesome discussion, as 'unreasoning hostility' is getting so monotonous that residents now condemn it only with a smile. But it has a pernicious effect nevertheless.

One point more must be referred to. Says the *Press*—'The scarcity of water is a fact beyond all question, and it is one which in the present day might well be discussed without throwing mud. Then there follows some mud-throwing, thus:—'The attempt of Mr MacEwen to discredit the compliment of the Secretary of State was pleased to pay to Mr Marsal for his efforts to lessen the distress last winter was in questionable taste and quite unjustified.' Now, the only reason why Mr MacEwen referred to the well-known facts as to the private initiation of means to mitigate the distress, and to the very small part which the Government took in carrying out relief measures, was to stimulate the Government to prompt and timely action when a similar occasion arises. That the despatch, conquering the Government for efforts which were suggested by and mainly carried out by a private firm, was incongruously laughed at by both official and private residents, admits of no argument. The thing was too ridiculous for discussion. But it is exceedingly difficult for right-minded residents to discover where the 'questionable taste' of Mr MacEwen comes in, when he merely renders unto the Administration what it deserved, and manfully calls upon the Government, in view of another water famine, not to leave its duties to be performed by private enterprise. So long as Mr MacEwen has this intelligent community with him, he need lay little store by the overzealous and querulous opposition of the morning journal.

TELEGRAMS.

[Supplied to the 'China Mail']
(Via Southern Line.)

LONDON, December, 11.

THE FRENCH MINISTRY.

M. Goblet, not having succeeded in forming a Ministry, assumes the portfolio of the Minister of Foreign Affairs in the interim, General Boulanger that of the Minister of War, and M. Aube that of the Minister of Marine.

FOOCHOW WINTER RACE MEETING.

The following results of the first day's race in the winter meeting at Foochow have been received here by telegraph:—

THE STEWARDS' CUP..... Wild Oak.
THE MILITIA STAKES..... Charouse.
THE COMPANIES' CUP..... Ami.
THE STAKES..... Dicid.
THE HAWK CUP..... Sash.
THE HONGKONG CUP..... Gladiator.

LOCAL AND GENERAL.

PASSED SUZI CANAL.

Overland Route.—Suez, September 29; Istanbul, Oct. 26; Suez; Pundab, Nov. 12; Tlemachus, 19; Potow, 26; Karsik, 28; Vapourian, 26; Bosphorus, 28; Genoa, 30; Casablanca, 30; Japan, Nippon, Dec. 7.

Homeward Bound.—Hence, November 16; Oxfordshire, 19; Maitrise, 23; Port Adelaide, 25; Muscat, 23; Hatter, Westmeath, 25; Titan, 30; Bemune, Ghorahor, Chinghoo, Ezean, Antonio, Dec. 3; Agamemnon, Amphitrite, Glenfield, 7.

The S. S. *Kaiser-i-kind*, with the *Emperor-i-kind*, of Nov. 12th, left Singapore on Saturday, the 11th instant, at 9 p.m. and may be expected here on or about Friday, the 17th instant.

The P. M. S. S. Co.'s steamer *City of Sydney*, with the *AMERICAN MAIL* of the 20th ultimo on board, will leave Yoko-hama on the 15th instant, at day-light, and may be expected here on or about the 21st instant.

The N. G. I. steamer *D. Baldwin* left Singapore on the 28th Nov., at 3.30 p.m., and is now due.

The D. D. R. steamer *Lytton* left Singapore on the 6th inst., and may be expected here on or about the 13th inst.

The Union Line steamer *Tatton* left Singapore on the 6th inst., and may be expected here on or about the 13th inst.

The steamer *Baldwin*, from Leith and London, left Singapore on the 6th instant, and may be expected here on or about the 14th inst.

The O. S. S. Co.'s steamer *Prin*, from London, left Singapore on the 9th instant, and may be expected here on or about the 17th instant.

The Glen Line steamer *Glenvale*, from London, left Singapore on the 12th inst., and may be expected here on or about the 20th inst.

The delivery of the French mail was begun at 0.20 this morning.

The German gunboat *Wolf* left here to-day for Canton.

Tenders for bonds of the Chinese Imperial Government 7 per cent. silver loan, £1886, close to-morrow afternoon, at 4 o'clock.

We have to acknowledge receipt from Messrs Gilman & Co., the agents of a wall calendar issued by the North British and Mercantile Insurance Co.

The Agent of the P. M. S. S. Co. informs us the S. S. *City of Sydney*, with mails &c. from San Francisco to the 20th ultimo, has arrived at Yokohama, and will sail for this port on Wednesday, 16th inst.

Messrs Lane, Crawford & Co., have sent us a box of the Kaiser-hind cigarettes, manufactured by Messrs Turnbull, Jr., and Somerville, of Malta. These cigarettes are excellent in flavour, have an agreeable aroma, and make a very pleasant smoke.

THE BAND of the Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, this evening, commencing at 7.30 o'clock. The following will be the programme:—

March..... Receptive..... Lascivie.
Pavane..... 'Sant' Piero..... Valdebeato.
Polka..... 'Snow Bell'..... Frühling.
Selection..... Puritan..... Ground.
Selection..... Faust..... Ground.

JOHN MORAN, Bandmaster.

EMILIO GINETTI, who was charged at the Police Court yesterday with threatening the life of the mate of the Italian barque *Fratellanza*, was fined \$15 with the option of three months' hard labour at the Police Court this morning. The accused did not betray much sorrow for his conduct, but on the contrary seemed desirous of having an opportunity of wreaking his vengeance in a true brigand style on the Captain.

We would draw attention to the advertisement in another column giving the times of departure of the *Fleet Fish* for the Regatta on Thursday, Friday and Saturday. We may add that the owners of steam launches are requested to keep behind the Starter's launch during the progress of a race instead of alongside the competing boats, as has been the practice in former years.

We have to acknowledge receipt of a large volume containing the *Rapport au Conseil Colonial* of Cochin China—the green book in fact of that Colony. The book contains minute detail on the financial and general condition of Cochin China and the adjoining protectorate of Cambodia. Among the correspondence we observe a letter from the agent of the Banque Maritime, making overtures to the colony for the establishment of a monthly service of steamers from and to Havre, Bordeaux, Marseilles, Saigon and Tonkin. The agent, M. Delon, in making the proposal insisted on the advantages which the line would procure for French commerce in facilitating the disposal of French produce and avoiding the transhipment of merchandise for Tonkin. The advantages were duly recognised by the Saigon authorities, who thought the Colony would profit by a second line, the competition with the Messengers doubtless leading to a diminution in freight and passage money. They, however, considered themselves bound by the contract with the Messengers to refuse any subsidy to a second line. The subsidy asked was 8,000 francs. Another letter contained in the volume referred to a correspondence between the same gentlemen, M. Delon, as agent for the Nantes Steam Navigation for the establishment of a line of steamers between Saigon and Bangkok. The subsidy asked was 15 francs per league. The Director of the Interior reported favourably on the proposition and asked the Colonial Council to consider the details of the scheme.

THE anxiety with regard to the fate of the D. Baldwin, Capt. G. Dodore, increased as each day passes without her putting in an appearance and without any word of her whereabouts. The steamer left Singapore on the 23rd November and is now about 10 days over due. The agents, Messrs Carlowitz & Co., have telegraphed to Singapore and have received a reply that no word has been heard there of the missing vessel. The D. Baldwin was a powerful bulwark-steamer of 5,800 tons, gross, constructed to travel at a speed of 14 knots an hour. There is every reason to fear therefore that the delay cannot be attributed to stress of weather but must be due to some accident.

The steamer was laden with a very valuable cargo, estimated at from half a million to a million dollars. She had on board about 1000 chests of opium, besides a general cargo of yarn, &c. There were upwards of 500 passengers on board. One conjecture as to the fate of the vessel, a lugubrious one, is that her engines may have broken down to the Northward of the Paracels, and that she has been unable to keep to the windward of those islands and been driven ashore in the vicinity of the Bonny shore. If this conjecture be correct, little hope can be held out of the eventual rescue of the passengers and crew, as during the present monsoon a ship going ashore there would almost inevitably meet with immediate destruction.

If the steamer had been proceeding to Singapore under sail it is almost certain she would have been met with by some of the many vessels which have come in from that port since she started on her voyage. In the meantime, however, it will, perhaps, be best to bear in mind the old motto, that 'no news is good news,' and hope that she will yet turn up all right.

WITH reference to the notice in another column appealing for charity we have received a visit from Rabbi Josephson, who produced a book for our inspection in which the purpose of his mission is set forth, and the facts therein purport to be attested by the Consuls of Britain, United States and Austro-Hungary in Jerusalem, the stamps of the Consulates being attached. The Rabbi's mission is evidently on behalf of the 'Son' Kitchen, Orphanage and Orphanage of the Austro-Galician Jewish community of Jerusalem. Those desirous of subscribing, however, should see the Rabbi himself.

H. M. S. *Satellite* returned to Singapore on the 3rd inst. from her cruise to the Straits of Malacca.

The Right Rev. Bishop Raimondi, Roman Catholic Bishop of Hongkong, arrived at Singapore on the 2nd instant by the E. & A. Co.'s steamer *Cathedral*.

It is stated that General Boulanger, the War Minister of France, and probable next President, is half an Englishman. His mother was Miss Griffith, and he was born at Brighton, and spent his earliest years there. He did good service in the subordinate ranks during the Franco-Prussian campaign in Italy of 1869, and he behaved with great gallantry and judgment in the Franco-German War, when he was twice dangerously wounded.

THE BREWERY at Batavia has so far turned out a success, that beer of prime quality has been manufactured. The *Jade Bode* reports that the article on trial answered well in taste, and proved to be lighter than most English beers. It also does not contain the hurtful ingredients met with in so many German kinds of beer. The price is moderate. The problem of beer brewing in Netherlands India may now be looked upon as satisfactorily solved.—*Straits Times*.

M. BARTHELEMY ST. HILAIRE in a paper on India read at the Academy of Political Sciences has expressed his belief that the Coptic expansion of Christian nations will eventually cover the whole world and that India will be drawn into the current spontaneously, and will embrace the faith of her masters and educators, as already she has adopted their arts, industry, and commerce. He thought that it would be a disaster to mankind if any unforeseen accident arrested the grand experiment conducted by the English in Hindustan.

A BUCKINGHAMSHIRE farmer has just presented his birthmark for christening at the parish church with twenty-six Christian names selected from Scripture, representing every letter of the alphabet, and only with the greatest difficulty could the clergyman dislodge the farmer from laying such an innocent upon it, and get him to content himself with the first and last of the names proposed. The full title of the unfortunate infant was to have been—Abiel Benjamin Caleb Daniel Ezra Felix Haggai Isaac Jacob Kiah Levi Manoah Nehemiah Obadiah Peter Quartus Rechab Samuel Tobiah Uriah Veriah Word Yustus Yarach Zecharias Jenkins.

BEFORE the a. *Pokham* left Brunei great uneasiness prevailed there owing to rumours being very ripe that since the British Consul General's recent visit to Indonesia that river, through the good offices of the Consul General, had been opened to Sarawak. It is a pity that such rumours—too numerous unfortunately in Brunei, and hardly creditable—should be set about; what end they are supposed to serve is best known to their authors, but that they are highly dangerous to the prestige of the white man and injurious to the tranquillity of the Country and hence detrimental to trade can scarcely be disputed. Rajah Brooke is daily expected in Brunei, where his presence will probably allay the disturbed and unsettled state of the native mind at the present moment.—*Straits Times*.

The *New York Times* of the 11th October says:—'An insider yesterday discussed the recent dealing Canadian Pacific security here and in London. He said they had been based upon the knowledge that the British Ministry will recommend that Parliament subsidize a Pacific line of British mail steamers to connect with the Canadian Pacific Rail-road and the proposed line to run to Australia, China, Japan, making weekly trips, and as vessels enough can be obtained.' Plans for these vessels, it is claimed, have been made under the supervision of the British Admiralty Office, and special provisions have also been made for fitting them out at the expense of the Canadian Pacific Rail-road.

The Chinese *Times* of Nov. 6th published an article, which was taken from the *Shek Foo* of Nov. 25th, relating to the Port Arthur contracts, for which work both German and French Engineers had submitted plans and tenders. These papers publish three grave charges against M. Thévenet, which reflect on his ability and honour as a Civil Engineer.

They are as follows:—

1st.—That M. Thévenet wanted to employ a kind of stone which everyone knew would not stand exposure.

2nd.—That he only got the contract by consenting to work to another engineer's plan, which he had formerly condemned.

3rd.—Thus the business has been put into the hands of a man, who committed an act of malversation in his position of the contractor. I beg you will allow me to make a few remarks in reference to the article in the *Chinese Times* which M. Thévenet refers to, and to add a few words about the florish of trumpets.' M. Thévenet has given himself and his 'Corps des Ponts et Chaussees de France.'

Sir.—As you have reprinted a letter signed 'O.' which appeared in *The Times* of the 1st inst., under the heading, will you good enough also to reproduce my answer to that communication, which I forwarded on the 18th inst., but which the Editor of *The Times* has not thought proper to publish.

I enclose copy of my letter to *The Times*.

—I am, &c.

W. N.

To the Editor of *The Times*.

Sir.—Your edition of the 16th inst., a correspondent 'O.' asserts with reference to the competition of foreign and especially German firms in the China trade, that the causes of the growing German business in the East has to be looked for principally in the fact that British merchants as a body decline to resort to the frauds which enter largely into German trade, and that they will not avail themselves of the services of the agents of low-unprincipled, dishonest, go-between, who are forcing themselves into the trade of the East, and making all great impediment to honest dealing. I know what I should do under these circumstances—either cut the Gordian knot or let the German contingent (of which we expected so much) were also eradicated for premier honour.

We now come to the question of sides. I understand that at the outset Mr. Sasseon intended riding his own boat, and giving the best to *Prins Hendrik*, and that his entire strength lay in *Coussin*; all the rest were either second or third class or seconded-up at the time of entry. In giving the best was *Athos*, and he is by no means a first-class pugil, and this continual lurching over the overpowering and depressing effect produced by the big stable may be termed so much trouble. While on this subject it will be as well to bear in mind that such ponies as *Nectar*, *Shipway*, *Terpsichore*, *Montezuma* and *Orfeo*, to say nothing of the German contingent (of which we expected so much) were also eradicated for premier honour.

On the 1st inst. the *Prins Hendrik* was at anchor in the harbour of the 2nd inst., the barque *St. Peter* came into collision with the P. and O. steamer *Kaiser-i-Hind*. The barque was seriously damaged, and was towed into Gibraltar by the *Kaiser-i-Hind*. The damage to the steamer was not serious, and after repairs she continued her voyage next day. Among the passengers on board the *Kaiser-i-Hind* are the Duke and Duchess of Manchester, the Earl and Countess of Rosebery, Lady Alice Montagu, Sir J. Willoughby, Sir A. Hardinge, and Sir Norman and Lady Pringle.

The P. and O. Company have received a telegram informing them that cholera having now virtually disappeared from Italy, the Sanitary Council have entirely abolished quarantine on arrivals in Egypt from Italian ports.

Travellers from Venetia or Brindisi to India and the Far East will therefore no longer run any risk of detention or discomfort of any kind; and as the winter months are approaching there is little doubt that there will be no reapplication of quarantine for some time to come.

The *John Peel* stable had at their command such riders as Messrs. Hough, Allan, Reynell, Dunn and others, and I am at a loss to know why their successes met with so little notice, while Mr. Sasseon's were received in dead silence.

I know what I should do under these circumstances—either cut the Gordian knot or let the German contingent (of which we expected so much) were also eradicated for premier honour.

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Intimations.

VICTORIA REGATTA.

THIRTY-FIRST MEETING.

TUESDAY, FRIDAY, AND SATURDAY,
16th, 17th and 18th December, 1886.

Patron.—His Excellency W. H. Marsh,
G.M.C.

Vice-Patrons.—His Excellency Vice-Admiral Vasey Hamilton, G.B., R.N.; His Excellency Major-General Cameron, C.M.; The Honourable Sir George Phillipps, Knt.; Commodore Mount, R.N.

Stewards.—Colonel Anderson, Northamptonshire Regt.; Honourable J. Bell-Irving; W. M. Duran, Esq.; D. Gillies, Esq.; Major-General Gordon; Captain Harris, R.N.; H. Hopkins, Esq.; E. H. M. Huntington, Esq.; N. G. Mitchell-Innes, Esq.; Commander McQuahe, R.N.; G. Stewart, Esq.; Colonel Stover, R.E.; Honourable H. G. Thomas, R.N.

Committee.—Honourable A. P. MacEwen, (Chairman); C. D. Binning, Esq.; A. Denison, Esq.; M. Faleone, Esq.; T. Glus, Esq.; F. Grindle, Esq.; J. I. Hughes, Esq.; F. Koch, Esq.; J. Sampson, Esq.; C. H. Thompson, Esq.

Hon. Secretary.—J. H. Stewart Lockhart, Esq.

Hon. Treasurer.—R. T. Wright, Esq.

Judge of the Rowing Races.—Commander Runsey, R.N., and A. K. Travers, Esq.

Umpires and Starters.—Rowing, Hon. A. P. MacEwen, and E. L. Woodin, Esq.; Yachts, and Open Sailing Boats, W. H. Ray, Esq.; and E. Burrow, Esq.

Judge of the Sailing Races.—Lieut. Koghill, R.N.

FIRST DAY.

Thursday, 16th December, 1886.

1ST RACE.—12.30 p.m.—JUNIOR SCULLS.

For Single Pair Sculling Boats, Entrance, \$5. Distance, One Mile, Prize, \$15.

Brokers' Cup. Three Boats to start, or no Race. Open to any one who has never won a Sculling Race in China or Japan.

2ND RACE.—1 p.m.—FOR HEAVY GIGS pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. The Boats to be approved by the Committee. Time allowed for Oars. Distance, One Mile, Entrance, \$1. First Prize, \$15; Second, \$5.

3RD RACE.—1.30 p.m.—JACKSON CUP.

Open for Four-Oars. Distance, One Mile, Entrance, \$5.

4TH RACE.—2 p.m.—FOR MEN-OF-WAR'S GIGS AND WHALERS. Distance, One Mile, Entrance, \$1. First Prize, \$15; Second, \$5. Time allowed for Oars, 8 seconds per Oar.

5TH RACE.—2.30 p.m.—PAISSEY CUP.

For Double Sculls. Distance, One Mile, Entrance, \$5.

6TH RACE.—3 p.m.—GRIFFINS RACE.

For Four-Oars. Chinese Cup. (For rowers who have never faced a starter in a Regatta). Distance, One Mile. Entrance, \$5.

7TH RACE.—4 p.m.—FOR MEN-OF-WAR'S GIGS. Distance, One Mile, Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars, 6 seconds per Oar.

8TH RACE.—4.30 p.m.—THE CHAIRMAN'S CUP.

For Four-Oars. Distance, One mile-and-a-half. Entrance, \$10.

9TH RACE.—FOR MEN-OF-WAR'S BOATS, any rig. Entrance, \$2. First Prize, \$20; Second, \$10.

SAILING RACE.—FOR MERCHANT SHIPS.

Boat-Race, \$2. First Prize, \$20; Second, \$10.

YACHT RACE.—FOR YACHTS OVER 10 TONS. Entrance, \$5. Time for tonnage. Cup presented by the Victoria Recreation Club.

SECOND DAY.

Friday, 17th December, 1886.

1ST RACE.—12.30 p.m.—FOR GIGS pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One mile, Entrance, \$1. First Prize, \$15; Second, \$5.

2ND RACE.—1 p.m.—INTERNATIONAL RACE.

“CHALLENGE CUP.”—For Four-Oars.

Distance, One Mile. This Cup to be won two consecutive years before being finally held. Won last year by the Scotch. Distance, One Mile. Entrance, \$10.

3RD RACE.—1.30 p.m.—BOYS' RACE (open to the Schools in Hongkong). Half-mile. Age 15 and under.

4TH RACE.—2.30 p.m.—FOR MEN-OF-WAR'S CUTTERS.

Distance, One Mile. Entrance, \$1. First Prize, \$20; Second, \$10.

No time allowed for Oars. (Winner of 7th Race, 1st Day, to be excluded.)

5TH RACE.—3 p.m.—“LADIES' PIRATE”

For Pair Oars. Distance, One Mile. Entrance, \$5.

6TH RACE.—3.30 p.m.—TO BE ROWED IN 5 OR 6-ARED ROYAL NAVAL GIGS OR WHALERS BY OFFICERS OF SHIPS-OF-WAR IN HARBOUR. Cup presented by the Members of the Hongkong Club. Time for Oars, 6 seconds per Oar.

7TH RACE.—4 p.m.—FOR MEN-OF-WAR'S GIGS AND WHALERS. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time allowed for Oars. (Winner of 4th Race on 1st Day to be excluded.)

8TH RACE.—4.30 p.m.—MEMBERS' CUP.

Presented by Members of the Victoria Recreation Club. For Four-Oars. Distances, One Mile-and-a-half. Entrance, \$10.

9TH RACE.—1.30 p.m.—BOYS' RACE (open to the Schools in Hongkong). Half-mile. Age 15 and under.

10TH RACE.—2.30 p.m.—FOR MEN-OF-WAR'S CUTTERS.

Distance, One Mile. Entrance, \$1. First Prize, \$20; Second, \$10.

No time allowed for Oars. (Winner of 7th Race, 1st Day, to be excluded.)

11TH RACE.—3 p.m.—“LADIES' PIRATE”

For Pair Oars. Distance, One Mile. Entrance, \$5.

12TH RACE.—3.30 p.m.—FOR MERCHANT SHIPS.

For Single Pair Sculling Boats. Entrance, \$5. Distance, One Mile.

13TH RACE.—1.00 p.m.—FOR MERCHANT VESSELS' GIGS.

Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5.

14TH RACE.—1.30 p.m.—PROFESSIONAL CUP.

(Open to crews composed of Professors, Mercantile and Trades Fours).

German Cup. Distance, One Mile. Entrance, \$10.

15TH RACE.—2.00 p.m.—TO BE ROWED IN GIGS (Open to Naval and Military Officers of all Nationalities). Distance, One Mile. Time for Oars.

16TH RACE.—2.30 p.m.—AMERICAN CUP.

For Four-Oars. Distance, One Mile. Entrance, \$10.

17TH RACE.—3 p.m.—FOR HEAVY GIGS

pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison. For European Members of the Police Force. The Boats to be approved by the Committee. Time allowed for Oars. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. (Winner of 1st Race, First Day, excluded).

Intimations.

To Let.

TO LET.

ROOMS in “COLLEGE CHAMBERS”

No. 16, HOLLYWOOD ROAD.

Apply to

DAVID NASSUON, SONS & CO.

Hongkong, December 3, 1886. 632

YACHT RACES.—FOR YACHTS OVER 10 TONS. Entrance, \$5. Time for tonnage. Cup presented by the Victoria Recreation Club.

18TH RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

19TH RACE.—FOR HAWK BOATS.

Entrance, \$1. First Prize, \$10; Second, \$5.

20TH RACE.—FOR YACHTS OVER 10 TONS.

Entrance, \$5. Time for tonnage. Cup presented by the Victoria Recreation Club.

21ST RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

22ND RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

23RD RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

24TH RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

25TH RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

26TH RACE.—1.30 p.m.—SAILING RACE.

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27TH RACE.—1.30 p.m.—SAILING RACE.

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28TH RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

29TH RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

30TH RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

31ST RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

32ND RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

33RD RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

34TH RACE.—1.30 p.m.—SAILING RACE.

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35TH RACE.—1.30 p.m.—SAILING RACE.

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36TH RACE.—1.30 p.m.—SAILING RACE.

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37TH RACE.—1.30 p.m.—SAILING RACE.

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38TH RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

39TH RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

40TH RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

41ST RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

42ND RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

43RD RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

44TH RACE.—1.30 p.m.—SAILING RACE.

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45TH RACE.—1.30 p.m.—SAILING RACE.

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46TH RACE.—1.30 p.m.—SAILING RACE.

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47TH RACE.—1.30 p.m.—SAILING RACE.

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48TH RACE.—1.30 p.m.—SAILING RACE.

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49TH RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

50TH RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).

51ST RACE.—1.30 p.m.—SAILING RACE.

For Yachts. (Chinese excluded).